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## INFORMATION ON YUGOSLAV TRANSPORTATION, SHIPBUILDING

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In October 1948, the Kursumlija - Pristina single-track, standard-gauge railroad line was opened to traffic. The former trunk line between Mitrovica and Pristina was partially destroyed during World War II, but was repaired in October 1948. A new trunk line from Kursumlija to Mitrovica was constructed in October 1948.

No information is available concerning construction work now in progress on the line nor material being utilized, inasmuch as the source was constantly employed as a manual laborer in the office of the No 3 Railroad Construction Enterprise (Zeljeznicko Gradevinsko Preduzece) of Pec. This enterprise worked on the construction of the line.

In May 1950, the construction of a single-track, standard-gauge railroad line was in progress between an unidentified place in Metohija and Prizren via Djakovica. Work began on this line in October 1948. The source recently learned from a Yugoslav daily newspaper that the line was opened to traffic in 1951. According to a second newspaper, the work was done for the most part by voluntary work brigades.

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The shipyard has an iron electrically-operated floating dock, of Austro-Hungarian make, which is 112 meters long, 32 meters in maximum width and 16 meters in minimum width, 16 meters high, and with a capacity of 10,000 tons. The dock is moored near the "Viktor Lenac" Workshop. Sunk in 1944, work on the dock began in 1947 and was completed at the end of 1949. The dock was cut into six sections, which were later put together into two parts of three units each. An additional section, 12 meters long, was built and inserted between the two parts, thus extending the dock from its original length of 100 meters to 112 meters.

The destroyer Split is undergoing repairs in the "3 Maj" Shipyard.

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Three ships of the Locchi type are under construction in the "3 Maj" Shipyard in Rijeka. The framework, sheathing, and roofing of one ship, on which construction was begun a year ago, is finished. The framework has been completed on the second ship, on which construction was begun 10 months ago. Three fourths of the framework (the stern is still unfinished) has been completed on the third ship, on which construction was begun 7 months ago.

Six boats for transporting drinking water are under construction. The two water tanks on each boat are mobile, so that they can be removed and the boats used for transporting cargo. These boats are to be 40 x 6 meters long and will have a 300-horsepower engine and two auxiliary engines. The first-named engine is of Danish origin and the last named, of British origin. These engines are already available.

Six small tugboats, 25-30 meters long, are also under construction. These are to have 250-horsepower engines and an auxiliary engine of Danish origin. These engines are already available.

The repair of some machinery for the ship Locchi is under way at the "3 Maj" Shipyard. The hull, which is painted a dark ash color, carries the inscription in white "Ujaka--Rijeka." The source has it at second hand that the ship is to be put in operation soon. The source affirms that he has heard that the Locchi could not be put in operation because some defect in the machinery was discovered at the last minute. He maintains that these defects were due to the fact that incompetent personnel were utilized in repairing the ship.

A small tugboat for transporting drinking water is undergoing repairs in the "3 Maj" Shipyard.

The former destroyer Balestra is also undergoing repairs.

The steamships Podgora, Krcula, Korenica, and Sabac are also undergoing repairs.

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Constructed by the Uljanik Shipyard, six 250-ton coastal motor ships for passenger transport were launched in November 1950. Each ship can accommodate 600 passengers.

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A former Italian submarine 40-50 meters long and the cargo ship Italia are undergoing repairs in the Uljanik Shipyard. Two Austro-Hungarian steam-operated iron floating docks, each with a capacity of 10,000-12,000 tons, are also undergoing repairs.

About 50 workers are employed in the "Stella Rosa" Shipyard, where three wooden fishing boats, 28 meters long and 8 meters wide, are being completed. A 40-meter-long fishing boat is undergoing repairs.

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The Rijeka-Zadar-Sibenik-Split-Ragusa-Kotor Steamship Line operates the steamships Dalmacija and Kotor three times weekly for the transport of passengers. The ships Istria, Lossin, Kostrijena, and Hvar operate daily for the transport of cargo.

A floating iron crane about 30 meters high, set up on a raft 60 meters long and 20 meters wide, is used to raise ships in Split Harbor. The ships, sunk during the war, are in water 10 meters deep.

The "3 Maj" Shipyard is building two cargo ships of the Locchi type, but construction is slow because of a lack of raw materials.

An automobile highway from Rijeka to Kantrida was built at the end of 1950. Work was begun on this road in 1948. A sidewalk has yet to be built. The highway is 8 kilometers long, 8-10 kilometers wide, and is asphalt.

In April 1951, work was in progress on installing overhead lines for a streetcar line from Martinscica to Kantrida on the highway mentioned above.

The Travnik-Vitez highway is being repaired and widened to a minimum of 4 meters. The mud base is being covered with a layer of rubble which is being pounded by hand.

The Travnik-Bila portion was completed by November 1950, but the Bila-Vitez portion is still under construction.

Work is under way on the tunnel in M. San Mario in the Sveti Petar u Goriziji area. This consists of removing large piles of earth, which have accumulated because of slides in the tunnel. Six or seven wagonloads of tree trunks, some of which were hauled on foot by workers, are being set up to support the tunnel walls. This work was suspended for some time because farmers protested that it took them away from their farms at a time when agricultural work needed to be done.

A zig-zag-shaped entrenchment, 1.5 meters deep and 0.8 meter long, with a capacity for 400 persons is nearing completion in the center of Sveti Petar u Goriziji behind the store of a man named Brumat. Some of the earth still

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has to be removed and the entrenchment covered with branches and earth. Manpower consists of farmers who work two shifts of 8 hours each week and industrial workers who work one shift of 4 hours each week.

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An asphalt highway, 5,500 meters long and 12 meters wide, is under construction between Solkan and Klanec, along the west side of the Klanec railroad line. The distance between the highway and the railroad will vary between 100 and 1,000 meters. Construction began in 1947. By April 1951, the ground was still being prepared and stones being brought in from the roadbed.

Construction is well advanced on a tunnel located about 2 kilometers north of Solkan and one kilometer east of the railroad. The tunnel is being built through Panovizza hill on the summit of which there is a Capuchin Church. Excavation is practically finished on the tunnel, which is to be 270 meters long, 12 meters wide and 5 meters high. As excavation proceeds, the walls are covered with reinforced concrete. By April 1951, the walls had already been lined with reinforced concrete.

A railroad line temporarily put in operation to transport building material to the tunnel has a steam locomotive, with a hauling capacity of eight to ten cars; a diesel locomotive of the same capacity; 30 dump cars, with a capacity of one cubic meter each; and 20 dump cars with a capacity of 2 cubic meters each. At the site there are ten rock drills of German and US make operated by two compressors; one electric mixer; and one Dodge and two OM trucks without trailers.

In winter, construction is limited to work on the tunnel and manpower consists of 200 persons. A number of labor brigades are employed in summer.

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